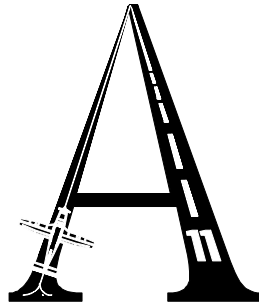
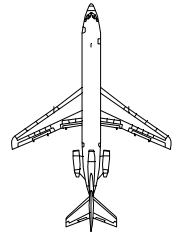




**Western  
Pacific  
Region**



**airporTopics**



**Airports  
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Honolulu, Hawaii 96850  
(808) 541-1232

**SUMMER**

**1998**

## **Airports Division Sponsor Workshop**

The Airports Division is preparing two Sponsor Workshops, entitled "Airports Division One-Day Seminar."

You are cordially invited to register for our Arizona Seminar at Phoenix Sky Harbor International Airport on August 24, 1998, or the Seminar at the FAA Western-Pacific Region Building, at Hawthorne, California on August 25, 1998. If you have not received your invitation in the mail by now, please contact us at (310) 725-3608, or fax your requests for information to (310) 536-8601.

The agenda for both seminars are identical and will address specific airport engineering, safety, environmental planning, the grant process, airport capital improvement plans and sponsor compliance issues. The seminar content and question and answer discussions will begin promptly at 8:00 a.m. and adjourn at 5:00 p.m.

We will gladly mail or fax you a copy of the agenda upon request.

## **Aircraft Rescue and Fire Fighting (ARFF) Training**

Big Bend Community College, Moses Lake, Washington, is again offering their four-day ARFF School beginning October 7 and through October 10, 1998. For information and registration call Val Harvey at (509) 762-6298; or FAX (509) 762-6355. Completed application packages, including fee, must be received by Big Bend CC, no later than September 21, 1998.

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| <input type="checkbox"/> | <b>New Configuration "B" Runway Threshold Markings</b> |
| <input type="checkbox"/> | <b>What is The Airports Division?</b>                  |
| <input type="checkbox"/> | <b>Through-The-Fence Access</b>                        |

The Big Bend Community College is also offering an ARFF Refresher Class, including a Night Fire Class, September 29, 1998. Hours are from 1500 to 2400. Contact Val Harvey at (509) 762-6298; or FAX (509) 762-6355, for this one also. Application packages and fees, must also be received by Big Bend Community College, no later than September 21, 1998.

## **New Configuration “B” Runway Threshold Markings**

**R**emember! You have only until the year 2008 to convert the non-precision and precision runway threshold markings to conform to the ICAO standard! In all seriousness, now is the time to begin planning for the change in the runway threshold marking of the runways that are non-precision or precision. Plans for any construction, reconstruction, resurfacing or seal coating of these runways need to include specific paint plans for the new marking configuration.

Details for this new marking are included in *Advisory Circular 5340-1G, "Standards for Airport Markings"* on page 3, paragraph 8. *"RUNWAY THRESHOLD MARKINGS"*, Table 2. on page 4 and Figure 1. on page 5; and in *"SAMS" (Signs and Marking Supplement) #14., SAMS 95. and SAMS 96.*

In addition, to keep the runway threshold markings from touching the runway side stripes, the runway side stripes have a minimum of 36 inches for runways 100 feet or wider and at least 18 inches for other runways.

## **AIRPORTOPICS**

### **What is The Airports Division?**

**M**ost of our readers know what Airports Division is because they deal with us everyday. Some of you are new readers and may not know how the Division is organized. The Airports Division is one of several divisions in the FAA's Western-Pacific Regional Office, located in Hawthorne, California. The Western-Pacific Region is comprised of Arizona, California, Hawaii, and Nevada, plus all the commonwealths and territories of the Pacific Islands. Airports Division has 56 employees.

Our Mission Statement best describes what we do.

**The Western Pacific Region Airports Division Through Technical and Financial Assistance Promotes, Protects, and Supports the Development And Operation of a Safe, Efficient, and Environmentally Compatible Airport System For the Benefit of our Customers.**

The Division is organized into two Branches in the Regional Office and two Airports District Offices (ADOs), which are located in Honolulu, Hawaii and Burlingame, California.

The Planning and Programming Branch is comprised of three sections; Planning, Programming, and Capacity. The Safety and Standards Branch is comprised of the Safety and Standard Sections. The ADO personnel augment the regional staff and perform all the functional duties performed in the Regional Office.

The above is a broad outline of the organization. Future issues of AIRPORTOPICS will focus on each section so that you may have a glimpse of each section's functions.

We think it will give you a better idea of how we serve you.

## Through-The-Fence Access – Requires Serious Consideration

There are instances when the owner of a public airport proposes to enter into an agreement which permits access to the public landing area by aircraft based on land adjacent to, but not part of, the airport property. This type of an arrangement is commonly called a through-the-fence operation, whether the perimeter fence is imaginary or real. For any number of reasons it may seem like good idea before it is allowed and then turn into an irreconcilable dilemma sometime after its implementation.

The obligation to make an airport available for the use and benefit of the public does not impose any requirement to permit access by aircraft from adjacent property. On the contrary, the existence of such an arrangement has been recognized as an encumbrance upon the airport property itself.

The owner of a public airport is entitled to seek recovery of his initial and continuing costs of providing a public use landing area. The owners of airports receiving federal funds have been required to establish a fee and rental structure designed to make the airport as self-sustaining as possible. Most public airports seek to recover a substantial part of airfield operating costs indirectly through various arrangements affecting commercial activities on the airport.

The development of aeronautical businesses on land uncontrolled by the airport owner may give them a competitive advantage that will be detrimental to the on-airport operators on whom the airport owner relies for revenue and service to the public. To avoid a potential imbalance, the airport owner can refuse to authorize a through-the-fence permit.

## AIRPORT TOPICS

To equalize an imbalance that a through-the-fence operation can create, the airport owner should obtain a fair return from any off-airport operator in exchange for use of the landing area.

Arrangements that permit aircraft to gain access to a public landing area from off-site property introduce safety considerations along with additional hazards that complicate the control of vehicular and aircraft traffic. Airport improvements designed to accommodate access to the airport and landing areas from an off-site locations present a substantial and continuing burden to the airport owner for the sole benefit and convenience of an airport neighbor. In addition, there are legal and insurance implications for the airport.

It is the Federal Aviation Administration policy to strongly discourage any agreement that grants access to the public landing area by aircraft normally stored and serviced on adjacent property. Airport owners must guard against any through-the-fence operation that can become detrimental to the airport and threaten its economic viability. Any agreement for a through-the-fence operation must include provisions making such operations subject to the same federal obligations as tenants on airport property. Furthermore, the airport owner must make sure that the through-the-fence operator contributes a fair share toward the cost of the operation, maintenance, and improvement of the airport and does not gain an unfair economic advantage over on-airport operators.

Any airport contemplating a through-the-fence permit is strongly encouraged to submit the proposal to the FAA for review and comment prior to executing any agreement.

## Do You Have a Safety Related Question?

If you have an airport safety or construction safety issue, Airports Division staff is available to advise you on the steps and appropriate FAA contacts with whom you can solicit and obtain the guidance needed to resolve it. If you manage a general aviation or reliever airport, contact your assigned FAA Civil Engineer with whom you coordinate Airport Improvement Program (AIP) grant construction.

Managers or operations staff members of an airport certificated under provisions of 14 CFR Part 139 can contact the Airport Certificate/Safety Inspector who performed the last annual inspection. If you are not sure who performed the last Part 139 inspection, contact the appropriate number listed below and your call will be directed to the right person.

General information inquiries from Northern California and Nevada can be made to (650) 876-2775. Calls from Hawaii and the Pacific Islands airports can be directed to (808) 541-1232. From Southern California and Arizona call (310) 725-3608 and your inquiry will be referred to the appropriate person for response. Our staff is happy to assist you obtain the information and contacts you need to solve your safety problem.

## AIRPORTTOPICS

The goal of this publication is to report and inform our readers. Comments, suggestions and ideas for future articles are encouraged from our readers. Please forward to Airporttopics, AWP-600, P.O. Box 92007, WPC, Los Angeles, CA 90009.

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